Terminal description:

- The **largest** and the **fastest-growing** container terminal in the Baltic Sea.
- The **only deep-water** terminal in the Baltic Sea Region receiving direct ocean vessel calls from the Far East.
- The **natural Gateway** to Central and Eastern Europe.
- Very well connected with the hinterland.
DCT facts and figures:

- Terminal annual capacity: **3 mln TEU**
- **1300m** of quay length with 2 deepwater berths; maximum depth of **17m**
- **11 STS** cranes
- **35 RTG and eRTG** yard cranes
- Ample reefer container storage capacity; **1072 reefer plugs**
- **4 railway** sidings of combined lengths of **2.5km**
- Warehouse area: **8 200m²**
- Terminal Operating System: **Navis**
Deepwater container ports
DCT as the Most Eastern Deepwater North European Port

The Gdansk – Le Havre Range and the Ultra-Large Container Vessels
Marine Access to DCT
Convenient and safe nautical approach fairway to the port

- Approach fairway is more than **17 meters deep** with no tidal restrictions
- Three turning circles with the diameters of **650m** and **670m**
2M Alliance in DCT Gdansk
Service East Asia - North Europe

- **2M Alliance** - 10 years Vessel Sharing Agreement between ML and MSC

- Service **AE10** (ML) / **Silk** (MSC)

- Direct service from South Korea, China and Malaysia to Gdansk

- 18 340 TEU and 19 224 TEU container vessels deployed

- Transit time:
  - Busan-Gdansk route: **36 days**
  - Shanghai-Gdansk route: **32 days**

- DCT Gdansk - transshipment and destination hub
G6 Alliance included Gdansk call in their **Loop 7** Asia-Europe port rotation

- **G6**: APL, Hapag-Lloyd, HMM, MOL, NYK, OOCL
- **CMA CGM** as FAL 7

**13 000 TEU** capacity container vessels deployed

**Transit time:**
- Qingdao-Gdansk: **40 days**
- Singapore-Gdansk: **28 days**
DCT, The Baltic Revolution
Gdansk Closest Deep-Water Port to Key Cargo Destinations

Advantages of direct connection between Asia and DCT Gdansk:

- No feeder costs
- No transshipment costs
- Lower inland transport cost
- Shorter transit time
- Lower CO2 emission
- Reliability

More Competitive Service to End-User Customer
Creating Effective and Competitive Services

- Rail connections with vast majority of inland container terminals and destinations in Poland
- 35% / 65% - rail to road ratio
- 250-300 block trains served every month
- Served by most of intermodal operators in Poland (Polzug, Erontrans, PKP Cargo Connect, PCC Intermodal, Loconi Intermodal, etc.) and biggest carriers (PKP Cargo, Lotos Kolej, CTL Logistics)
- Containers dispatched to Slovakia and Czech Republic via terminal in Slawkow
In 9 years since starting operations, DCT secured 63% of the total Polish ports market share. Significant increase of volume from 2010 thanks to the first regular Far East vessel call.
Location of the new berth (T2)
Driver for Further Capacity Growth at DCT Gdansk

T2: The Baltic base for 18,000+ TEU container vessels
Super-Post-Panamax STS cranes:

- **5 cranes**
- **Crane outreach:** 72m (25 rows)
- **Lifting capacity:** 65t under twin lift spreader / 75t under hook beam
- **10 tiers** on deck with 15m vessel draft

eRTG cranes:

- **15 cranes**
- **Fully electrical** equipment
- **Safe working load:** 40.6t
T2 – construction status (photos)
March 2015
T2 – construction status (photos)
September 2016
T2 – construction status (photos)
January 2017
### Beyond the Gate
**Improving Hinterland Accessibility - Road**

#### Road accessibility

<table>
<thead>
<tr>
<th>No.</th>
<th>Investments</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>DCT road link (Kontenerowa Street) – currently single lane; plan to double the road capacity</td>
<td>Initial works</td>
</tr>
<tr>
<td>2</td>
<td>Sucharskiego Street (link to S7 and A1 roads) – two lane express way</td>
<td>Done</td>
</tr>
<tr>
<td>3</td>
<td>Gdansk Southern Bypass (S7 road) – two lane express way</td>
<td>Done</td>
</tr>
<tr>
<td>4</td>
<td>Tricity Bypass (S6 road) – two lane express way</td>
<td>Done</td>
</tr>
<tr>
<td>5</td>
<td>A1 highway</td>
<td>Done</td>
</tr>
<tr>
<td>6</td>
<td>Dead Vistula tunnel – two lane road</td>
<td>Done</td>
</tr>
<tr>
<td>7</td>
<td>Slowackiego Street (internal bypass) – two lane road</td>
<td>Done</td>
</tr>
</tbody>
</table>
### Rail accessibility

<table>
<thead>
<tr>
<th>No.</th>
<th>Investments</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>DCT railway siding - increasing capacity to 3km (4x750m)</td>
<td>Scheduled Q4 2017</td>
</tr>
<tr>
<td>2</td>
<td>DCT railway link (DCT – shunting station) – currently single track</td>
<td>Initial works</td>
</tr>
<tr>
<td>3</td>
<td>Northern Port shunting station – upgrade of „DCT” tracks</td>
<td>Feasibility study</td>
</tr>
<tr>
<td>4a</td>
<td>Construction of Dead Vistula bridge</td>
<td>Done</td>
</tr>
<tr>
<td>4b</td>
<td>Increasing of Dead Vistula bridge capacity to 240 trains/day</td>
<td>Scheduled Q1 2017</td>
</tr>
<tr>
<td>5</td>
<td>Railway line No. 226 (increasing line’s capacity from 84 to 240 trains/day)</td>
<td>Scheduled Q1 2017</td>
</tr>
<tr>
<td>6</td>
<td>Railway corridor E 65/C-E 65 (major modernization)</td>
<td>Done</td>
</tr>
</tbody>
</table>
Beyond the DCT Gate
Depots and Offices

Depots and workshops for containers’ repairs:
- Balticon
- Radunia Containers
- Ref-Con Service

Office building:
- **KOGA** – modern office building at Sucharskiego and prof. Andruszkiewicza streets; 8 000 sqm of office space
Beyond the DCT Gate
Warehouses dedicated for reefer cargo

Pomeranian Logistics Center:
- Flexible multi-purpose space close to multimodal transport network
- Logistics park was established and developed by Goodman
- Possibility of construction of up to 500 000m² of warehouse area

Cold storage facilities in PLC and vicinity:
- Pago
- Univeg
- Poland Services
- PAOP
THANK YOU!

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